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stering is Anything But Fun.

has been a particularly hard win- for the lobster fishermen and a deal of money has been lost through the smashing of traps and lobster fishing gear by the fierce storms that have ravaged the Maine coast, says a writer from Matinicus and to the Portland Express Advertiser, but the natives of these island settlements are not easily discouraged and they fully expect to recoup their losses and come out ahead of the game in the spring.

The population of Matinicus and Cribhaven is about 260. All of the men are lobster fishermen and a few are store and farm. The inshore fishermen use small power boats from 20 to 30 feet long and the ones who fish eight and ten miles from the island use auxiliary sloops, mostly from 20 to 40 feet, equipped with motors from six to 15 horse power. All of the larger boats and many of the smaller ones are also equipped with auxiliary hoisting engines. The power boats will average in price from \$300 to \$500 and the sloop boats from \$100 to \$1200, all being very nice boats. They lobster fish here the year around, excepting the close time which is in August and September, during which time they paint and repair, build traps, etc. It is a very busy time the first of October and each one is trying to beat the other in getting his pots out. They usually make the largest stock in October, averaging from \$300 to \$500 per ton. The largest catch known to the writer is \$55 in one day.

Bait Is Scarce.

From the time they start, the first of October to the first of December, they fish from 15 to 30 fathom warps and then they lengthen out into deep-water, from 45 to 60. There are a great many this year who haven't had much lobster bait, some have none at all, the like of which has never been known before.

As for accidents and narrow escapes they are happening all the time. Last November 29th, about dark, a young fellow, Raymond Tolman by name, was coming from Cribhaven to Matinicus, got in back of Wheaton's land, which adjoins Matinicus at low tide, his engine stopped and being very near shore his boat struck the rocks and his anchor took hold. The wind was east, blowing very hard and high. The boy doesn't really know himself how he got out, he says he remembers the boat going over him and something striking him on the head, but finally after a hard struggle got ashore, exhausted and nearly frozen. He made his way up the island to the one dwelling, they got a crowd and went around, but his boat was all in pieces in that short time. It happened within 200 yards of the Harbor Mouth. It is mighty hard luck for the young boy, he just starting in lobstering this fall, with a brand new boat, 26 feet long, equipped with a five horse power engine, costing him \$450. No doubt he will have another as his first voyage is good.

Very often a man loses his propeller and occasionally breaks a crank shaft, but they have always been very fortunate, someone being near, so that they do not take such things seriously.

it through the planking in the bottom. He was two miles from the island and this time no boat was near. He was obliged to use his voice and bawl very strenuously, it being moderate; a man on the island heard him and went and towed him in. Previous to this he sang tenor in the church choir, but is now obliged to sing bass.

Another time two men spent the day and night out in the fog with a broken cylinder head.

Some of the older men tell of Will Grant, a former lightkeeper at Matinicus Rock, starting to row to Matinicus in a southeaster, a distance of five miles, capsized his boat, righted her and baled her out, swam and got his oars and proceeded on his way, arriving at his destination safely. They do say this man was like a fish in the water.

I remember another man who had three motors within a year, the first two blowing up, caused from a crank base explosion, the material being so light it could not stand. The first time came very near injuring the man, the cylinder blowing right out of the engine box, but the exhaust pipe holding threw the cylinder after by the wheel. The man said if the exhaust pipe had broken the cylinder would have no doubt struck him.

Colossal is the only work that de-

Rode Out Gale.

Last winter a young fellow in a sloop, rode out a northwester down back of the "Wooden Ball," three miles from the island. People were greatly worried about him, but he got home

safely. It was very uncomfortable for him as he had no fuel, it being the first of January. It is indeed strenuous here in the winter; everything iced up and frozen hard, but still they are all happy and enjoying life. The easterly storms are very bad here in the winter. The harbor and wharves being on the east side, were entirely exposed to these storms and considerable wharf property and boats have been lost, but since the breakwater, which was built during the summer of 1911, by P. H. Doyen of Portland, everything is well protected.

Last winter there was a stranger in the harbor, by the name of Carter, a man and his boy. It came on a storm and thinking he would come to the wharf on the high tide for a better chance to lay, he got his anchor, started his motor and got his dory painter caught in the wheel. Before he could get sail on her she went ashore. The boy was nearly drowned getting out. He was a poor man, his boat being all he had, no other home. The people of the island got up a purse of \$100 to help him get another boat.

About Ground Fish.

Something about ground fish now. Very few caught by the natives excepting during the spring when they seine pollock. The cod and haddock are caught by trawlers and handliners from in shore; mostly sold to the Gorton-Pew Fisheries Co., who have a plant here. The Fish Company pays out about \$10,000 per season for fish caught here.

There are no wealthy people here, but they all have enough and are independent. Their homes are not elaborate but comfortable, some having hot and cold water and baths. The island is a very pretty place to live, the center of it being level and good farm lands. With a good hotel it would make an ideal summer resort. For the benefit of those who do not know Matinicus is 18 miles from

Rockland, south by east and nine from Vinalhaven, Cribhaven being due south one mile, where F. S. Rhodes of the firm Rhodes Bros., Boston, has a very beautiful summer home.

The steamer W. G. Butman of Rockland makes three trips a week during the spring and summer months and two trips during the winter.

SOME MORE GOOD HADDOCK STOCKS

Two more nice stocks were realized from the big fares landed at Boston this week. Sch. Sylvia, Capt. Jeff Thomas, one of the high liners of the fleet stocked \$3250, from which each of the crew shared \$76 clear to a man.

Capt. Henry Curtis of sch. Mary F. Curtis stocked \$2160 from his haddocking trip, each man sharing \$55 apiece.

Capt. Tony Brown of sch. Flora L. Oliver, one of the Portuguese fleet, also did well, his recent haddocking trip bringing the craft a \$2000 stock.

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HEAVY RAINS KILLED LOBSTERS

Fresh water and the extreme cold temperature of the salt water in the harbor caused by the recent gales and rain storms have destroyed from \$10,000 to \$12,000 worth of lobsters along the waterfront at Portland. This discovery was made when the lobstermen visited their cars and found many of the crustaceans dead and others dying.

Several of the dealers immediately ordered towboats and had the cars towed out into the harbor, where the water was clean and not so cold as that in the docks and it was undoubtedly this act that saved the loss from being much larger.

Around 8000 of the lobsters were killed during the past few days and the dealers are congratulating themselves that their entire stock was not spoiled. The ice has been formed in the docks around the harbor now for several days and the temperature of the water has been lower than it has for some time.

This, coupled with the severe weather experienced recently which turned up the mud in the harbor and sent fresh water into the cars, was the cause of the slaughter. All day Wednesday men were at work removing lobsters and sorting out the dead and live ones.

Coming as it does, with lobsters so scarce, the happening will not tend to lower the price of lobsters any and it will take a long time before the lobsters which were killed will be replaced, as the fishermen are reporting an unusual scarcity in this kind of fish.

TONS OF FOOD WASTED.

Expert Declares That Whale Meat Is Good.

"If the American and European people could be educated to the point of eating the canned flesh of animals which individually yield as much as 80,000 pounds of meat, what a wonderful food supply would be within the reach of the poor of our great cities," writes Roy Chapman Andrews to the National Geographic Society.

He predicts that as a result of the world hunt for the monarch of the seas now going on in full blast, the commercial extinction of the large whales within a very few decades is inevitable.

Except in Japan, he says, great portions of the flesh of the animals, which is palatable and healthful, is now going to waste or being used for fertilizing purposes.

"Few people realize that the blue or sulphur bottom, whale found in all our oceans is not only the largest animal that has even existed on the earth or in its waters," writes Mr. Andrews.

"Specimens have been measured which reached a length of 87 feet and in all probability weighed as much as 75 tons. These animals, like most of the 'whalebone whales,' usually feed on minute crustaceans, a shrimp about three-quarters of an inch long.

"Probably no cetacean has such wonderful strength as have the blue whales. When I saw a blue whale with a harpoon between the shoulders, drag a ship with engines at full speed astern through the water almost as though it had been a rowboat, I began to listen to the stories of their incredible strength with more respect.

"The finback, closely related to the blue whale, has been called the 'greyhound of the sea,' for its long, slender body is built on the lines of the racing yacht and the animal can equal the speed of the fastest steamship.

"In the upper portion of the head of the sperm whale is an immense oil tank in which the valuable 'spermaceti' is found in liquid condition and from which it may be dipped with a bucket. From a sperm whale 60 feet in length which was sent from Japan, 20 barrels of spermaceti were taken out of the 'case' and the surrounding fat. The sperm whale is the animal which yields ambergris, the valuable substance used so extensively in the manufacture of the best perfumes."

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Another Big Stock.

Sch. Elsie, Capt. Al Reynolds arriving at Boston, Wednesday from a haddocking trip, made the fine stock of \$2490. The crew shared \$69.40 net as their part of the proceeds.

Going Off Shore.

A number of the Portuguese haddocking fleet which have been engaged in shore fishing during the winter, are fitting out for off shore trips.

Saladin Was at Pensacola.

Sch. Saladin was at Pensacola last week with 30,000 pounds snappers and 5000 pounds groupers.

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SHORE BOATS ALL PUT BACK

But Sch. Arethusa Kept On for Fishing Grounds Despite Storm.

No arrivals were reported up to noon today. There were no sailings, the shore boats all returning, while most of the gill netters are tied up inside. Sch. Arethusa, which sailed haddocking, kept on her course and did not return.

The gill netters had a poor day of it yesterday, some of the boats having as low as 100 and 200 pounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Str. R. J. Killick, gill netting, 200 lbs. fresh fish.
- Str. Venture gill netting, 300 lbs. fresh fish.
- Str. Dolphin, gill netting, 1000 lbs. fresh fish.
- Str. Medomak, gill netting, 2500 lbs. fresh fish.
- Str. Ethel, gill netting, 1300 lbs. fresh fish.
- Str. Sunflower, gill netting, 1000 lbs. fresh fish.
- Str. Alice, gill netting, 750 lbs. fresh fish.
- Str. Quoddy, gill netting, 1600 lbs. fresh fish.
- Str. Randolph, gill netting, 500 lbs. fresh fish.
- Str. Quartette, gill netting, 1200 lbs. fresh fish.
- Str. Lorena, gill netting, 560 lbs. fresh fish.
- Str. Mystery, gill netting, 400 lbs. fresh fish.
- Sch. Benjamin A. Smith, via Boston.
- Sch. Frances P. Mesquita, via Boston.
- Sch. Jeanette, shore.
- Sch. Harriett, shore.
- Sch. Leonora Silveria, shore.
- Sch. Edith Silveria, shore.
- Sch. Mabel W. Sennett, via Boston.
- Sch. Russell, shore.

Vessels Sailed.

- Sch. Arethusa, haddocking.
- Sch. Mary F. Sears, haddocking and returned.
- Sch. Jeanette, haddocking and returned.
- Sch. Priscilla Smith, haddocking.
- Sch. Russell, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

- Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.
- Eastern halibut codfish, large, \$5.00; medium, \$4.50.
- Georges halibut codfish, large, \$5.50; mediums, \$4.50.
- Cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.50.
- Haddock, \$2.00.

Fresh Fish.

- Splitting prices:
- Haddock, \$1.15 per cwt.
- Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

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Western cod, large, \$2.50; medium \$2.15; snappers, 75c.
 All codfish, not gilled, 10c per 100 pounds less than the above.
 Hake, \$1.15.
 Cusk, large, \$2.00; medium, \$1.50 snappers, 50c.
 Dressed pollock, 90c; round, 80c.
 Newfoundland bulk salt herring \$3.50 per bbl.
 Newfoundland pickled herring \$4.50 per bbl.
 Newfoundland frozen herring, 3 1-2c per lb.
 Fresh halibut, 10c per lb. for white 7c for gray; 3c for old.

FEW VESSELS MAKE THE DOCK

Big Storm Today Means Possible Famine and Higher Prices Tomorrow.

Four fresh fares supplied the morning's market at T wharf, Boston, this morning. The steam trawler Ripple brought in the largest trip, her haul being for 35,000 pounds and 1000 weight lemon sole.

The sailing fleet consisted of schs. Mary C. Santos, Jorgina and Helen B. Thomas with small fares.

Wholesalers paid \$3 to \$4.75 a hundred for haddock, \$4.50 for large and \$3 for market cod, \$3.50 to \$7 for hake and \$2.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Mary C. Santos, 14,000 haddock, 800 cod.
- Sch. Jorgina, 5000 haddock, 3000 hake.
- Sch. Helen B. Thomas, 2500 haddock, 11,000 cod, 11,000 hake.
- Str. Ripple, 35,000 haddock, 500 cod, 1000 lemon sole.
- Haddock, \$3 to \$4.75 per cwt.; large cod, \$4.50; market cod, \$3; hake, \$3.50 to \$7; cusk, \$2.50.

NEW FISH PIER OPENS MARCH 15

T wharf, the headquarters for the wholesale market fish buyers at Boston will soon be a thing of the historical past, that is as far as its present use is concerned, for within a very few weeks, the various stalls will remove to the new pier at South Boston, which is nearing completion.

The dealers expect to commence to move about the 15th and preparations are now being made with that end in view. The new dock will be the largest and most modern of the fish marts of the world when ready for occupancy.

The big freezer at the land end of the pier will be completed about mid-summer, when it is expected that the fish dealers will have about 100 tons of ice daily in excess of what will be used on the pier and fleet combined. It is expected that they will sell the ice to the public in competition of the various Boston ice companies.

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FISH MEN OPPOSE SEAMEN'S BILL

Sections Limit Quarters on Vessels Means Smaller Crews—Board of Trade Takes Up Matter by Letter With Cong. Gardner.

Local fishing interests are opposed to the proposed Seamen's bill, now pending before Congress and to that end, Secretary Richard W. Freeman of the Board of Trade has taken up the matter with Congressman Gardner at Washington, who is going into the matter thoroughly to ascertain just what would be beneficial to the fishermen and seamen and what would be against their interests in the event of the passage of the measure.

Several weeks ago, Secretary Freeman wrote to Congressman Gardner, at the request of the local owners. The bill is somewhat complicated in its details and the Congressman says he is in doubt as to what extent the fishermen and whalers, the latter's interests which are being looked after by Congressman Thacher of the Cape District, should be exempted. A copy of the bill has been forwarded to the Board of Trade for advice as to what position the organization thinks that Mr. Gardner should take in the matter.

One of the chief matters opposed here and elsewhere is that provision which limits the quarters on board of a vessel. If the bill should go through as it now stands, it would work great hardship and limit the number of men on board of a vessel, a well known owner claimed today, This would work to a great disadvantage especially among the bankers and those carrying large crews, where the number of men would have to be materially reduced, it is claimed.

It is likely that the local interests will familiarize themselves fully with the contents of the bill, so that the various details to which they are opposed can be brought to the attention of the Congressman.

Congressman Gardner's Letter.

Mr. Gardner's letter to Secretary Freeman reads as follows:

March 2, 1914.

My dear Mr. Freeman:—Referring to your letter of January 29th, 1914, in which you suggest that fishermen and whalers should be exempted from the provisions of the Seamen's Bill, I am sending you a copy of that measure for further advice as to the position which the Gloucester Board of

Trade thinks that I ought to add I note in your letter that you that Congressman Thacher of Committee is taking hold of the matter in the interests of the fishermen and the whalers. I have talked Mr. Thacher and I find that there grave doubt in his mind, as there in my own, to what extent fishermen and whalers ought to be exempt from the provisions of the Bill.

You will observe that Senate the Act in question is entitled, Act to promote the Welfare of American Seamen in the Merchant Marine of the United States, etc." This has been called to my attention, a wise piece of legislation by the men's representative, and has received a qualified endorsement from the ton Chamber of Commerce.

You will observe that by the of the proposed measure, fishing whaling vessels are already exempt from Section One. You will see that anyone who is employed on a is exempted from Section Two.

Please look the Bill over and tell me what other sections think ought to be modified in the of fishermen and whalers.

Of course, I shall be glad to see any change which is for the benefit the fishing industry as a whole. I think you will agree with me it would be unwise to exempt men from clauses in this law are especially devised for the tion of seamen.

Section Seventeen by the drew myself, and Senator Lodge cured its adoption when this Bill was before the Senate on 2nd, 1913. Section Seventeen drafted as to permit the United to defray the cost of mail and transportation of fishermen are discharged through ill- Newfoundland or Nova Scotia.

In my opinion there will a considerable change made House in the requirements of vessels.

Very truly yours

(Signed)

P. S. I should have been have taken up this matter with ident Carroll of your Board when he was in Washington. Unfortunately the only knowledge of his presence was derived the newspapers.

NATIVES TO HELP SAVE POTOMAC

Cousul Gould With Bay of Islands Fishermen Will Try Dynamite—Craft Is Now 25 Miles Out in the Gulf.

Dynamiting the ice floe will be attempted to save the naval Potomac fast off Bonne Bay, N. F., and yesterday an expedition headed by United States Consul Gould at Curling, made up of six native fishermen for the scene.

During the past two days stiff southeast gales have carried the ice floes in which the tug was pinned out to the gulf, and when last reported she was 25 miles from Cowhead at the entrance of Bonne Bay.

Fishermen at Curling believe that there is a chance of rescuing the tug, the expedition can reach her in time to blow up the ice before it crushes her beneath the heavy mass.

Newspaper dispatches state that the engineer and firemen of the Potomac still on board and so far as is

known were carried out into the gulf Tuesday, but here it is not generally believed that the men would have taken any chances in remaining aboard after she had been abandoned by the commander and crew.

Boatswain M. J. Wilkinson, First Officer L. H. Cutting, Chief Engineer J. C. Hines and 29 of the crew of the Potomac, passed through St. John, N. B., Thursday on their way to New York. Wilkinson, who was in command of the tug, said it was only after they were convinced that there was no possible way of getting her out of the ice before provisions ran short that they abandoned her.

Those who passed through St. John were in good physical condition, but five others suffering from frostbite were left behind at Bonne Bay. They are expected to follow their comrades in a few days.

Favor Passing Dogfish Bill.

A big petition representing the waterfront of Portland, signed by wholesale and retail lobster and fish dealers, fishermen, outfitters and business men, has been mailed to Senator Johnson praying that Congressman Hinds and the Maine delegation join hands with the delegations of as many other State Congressional delegates as possible, to lay the matter of rescinding the "adverse decision" of the Bureau of Fisheries on the passage of the Johnson bill No. 1868, which provided for the practical conservation and preservation of our national and State sea and shore fisheries by elimination and fertilizer utilization of the dog fish and other shark species devouring said fisheries.

Captain Elisha O. Leavitt of Card's Island, near the bridge at Curling, solicited the signatures of the fishermen and wholesale lobster and fish dealers. Captain Leavitt reports great interest of all, especially the fishermen and wholesale lobster and fish dealers. Captain Leavitt reports that the signers appear to think now that it is both wise and necessary to reduce lobsters from two inches to ten inches long, already hatched by the fishermen themselves, from being destroyed by the dogfish, as it takes five years for a lobster to grow to market or legal size on the coast of Maine.

Out the shark species," said Leavitt yesterday, "that is the cry of the lobster and fish hatcheries in the sea."

Davis of Maine and His Fight for Dogfish Extermination



THAT there is no dogfish and shark menace to our fisheries, provided Congress will adopt Senate bill S. 1868, is my firm belief. There is food for thought in the story of a so far fruitless fight carried on for 11 years by Charles E. Davis of Portland, Me., to secure recognition from Congress for what he claims is the only practical way of saving our food-fisheries from ultimate destruction by dogfish and other sharks. Davis is obsessed with his self-imposed labor of love. But Davis is not a crank. He has put what he estimates to be \$10,000 worth of time and money into an uphill, discouraging struggle to convert the Bureau of Fisheries to his way of thinking; or, failing of conversion, to induce it at least to abandon its hostility to his plan and give him, as he puts it, "a chance to show the country my goods."

The present Commissioner, Hugh M. Smith, as his predecessor did, withholds the word of approval which would give Senate bill 1868 a fighting chance for life. But whether eventually he wins or loses Mr. Davis will be fighting until the echoes of the last gun have died away.

Putting Sharks to Work on the Farm.

Epitomized the Davis plan is this:

Put Uncle Sam in charge of the situation. Pay the fishermen a bounty of from two to five cents for each dogfish or other shark, or not less than \$8 per ton of 2000 pounds.

Erect from 25 to 100 reduction works along the North Atlantic coast at given locations between Eastport and Cape Hatteras.

Make annual government appropriations sufficient to maintain and operate the reduction works and pay the dogfish bounties.

Operate the reduction works for a period of not less than from June 1 to November 1 each year.

Have the reduction works sell the fertilizer obtained from the reduction process to only the bona fide farmers and planters of the United States.

Mr. Davis claims the fish fertilizer contains 10 to 12 per cent, nitrogen and six to eight per cent, bone phosphate and that it is far superior in soil-enriching properties to the finest chemical fertilizer.

His original proposition was to sell the fertilizer to the farmers for \$20 a ton, or about half what they pay for the best chemical product. Now, however, he inclines toward a smaller charge, being convinced that Uncle Sam could afford to give the fertilizer to the agricultural interests because of the tremendous dividends that would be returned in one way or another to the country and its people through the saving of its valuable food fisheries. There should be a sufficient number of Federally operated collecting boats to receive the dogfish and sharks and deliver them to the reduction works.

There, shorn of minutiae, is the Davis plan. The scientists of the Bureau of Fisheries pronounce it impracticable. Ninety-nine out of every 100

fishermen believe it is the only method by which the food fisheries of the North Atlantic can be saved from total extinction. But here is the story:

Davis, Fisherman, Artist and Fighter.

Mr. Davis is a man now approaching 60. He was born near Cape Porpoise, Me., and has lived on or by the water all his life. He has had practical experience in every branch of the fisheries industry, and is the inventor of a so-called liquid lobster bait used with considerable success in Lower Casco Bay. He is a clever pen and ink artist, paints excellent marine and still-life views in oils or water colors and is an expert photographer. An immense panoramic view of Casco Bay, 30 feet long and three feet high, done in oils by Mr. Davis, occupies a prominent position in the waiting room of the Casco Bay Steamboat Company at Portland and has been studied with interest by thousands of summer tourists to Maine from all parts of the country. For the past quarter century he has conducted a summer souvenir store at Orr's Island in Lower Casco Bay. From there and from his winter headquarters in Portland he has carried on alone his fight for the fishermen and the fisheries. And absolutely without one particle of personal gain. Should his dream come true his only benefit would come from a mental complacency that he certainly has not known since he constituted himself the white hope of the food fisheries.

Should his dream come true his only benefit would come from a mental complacency that he certainly has not known since he constituted himself the white hope of the food fisheries.

The Day of the Dogfish.

One perfect August morning back in 1903 Mr. Davis was on his way to the Orr's Island boat landing when he noticed that many of the young native fishermen were lounging around smoking their pipes, hands in pockets, apparently with nothing in view more serious than to wait for the sounding of the dinner bell. Accosting one of them, John Henry Green, Mr. Davis said, "What's the matter with you fellows today, Cap'n John? Why aren't you off to the fishing grounds with such a perfect chance? When I was a young man and going hand-lining or trawling, you bet you wouldn't have found me loafing around with the sea smooth as a pond."

"Huh! Mr. Davis," retorted Cap'n John, "guess you don't know much about what we fellers are up against these days. What's th' use of wastin' time and gasolene outside? Th' dogfish are so thick you can't get a lead to bottom. Lose more fish and gear than th' game's wuth!"

Thereupon followed a discussion of the subject. One by one other fishermen joined the two and added their testimony in corroboration of John Henry Green's story. And then and there did Charles E. Davis constitute himself champion of the fishermen. He told them he was going to look into the thing and devise some means of lessening the dogfish evil to a point where at least profitable fishing could be resumed. When he came to understand the immensity of the menace to the food fisheries he immediately

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reached the conclusion that Uncle Sam was the only one who could supply the remedy. It was too big a thing for individual accomplishment.

The Beginning of the Battle.

So he called a mass meeting of fishermen and on September 27, 1903, on a little beach at the southerly end of Orr's Island, addressed a dozen or more picturesquely dressed men and outlined his plan. It was to forward a petition to Washington praying for relief from the dogfish evil and suggesting the remedy. That petition was a miniature of the present Senate bill S. 1868. It called for a five cent bounty, reduction works at fishing points and Federally operated vessels to collect, and contained 22 carefully prepared reasons why Uncle Sam should reduce the dogfish and sharks and sell the fertilizer to the farmer at cost. Captain A. A. Green took the petition, and although Orr's is the second largest island in Casco Bay, with a population of several hundred people, at the end of a week practically all the adults there, male and female had affixed their names to the document. Mr. Davis then saw to it that the Maine and Massachusetts papers were informed and the movement received considerable newspaper publicity.

Mr. Davis next went to Boston, where he interested Captain James C. Gannon of the schooner Elsie Rowe, one of the T wharf fishing fleet. Captain Gannon agreed to get signers from Eastport to New Jersey to a monster petition. He did it all right and it fell upon Mr. Davis to arrange the names by states and see that the proper congressmen received them and filed them with the House Fisheries Committee.

A Returned Manuscript.

Mr. Davis had his fighting blood up now, so he decided to spend his own time and what money he had in "the cause." He wrote to Congressman William S. Greene of Massachusetts as to the proper method of procedure. Congressman Greene replied that a bill must be drafted. As nobody on the in House Fisheries Committee volunteered Mr. Davis did it, although it was new and unfamiliar work for him. Evidently it fell below the congressional literary standard, for it was returned with thanks and an intimation that more of the author's works would be gladly read.

Mr. Davis knew the late Congressman Charles Q. Tirrell, so he called upon him, and between them a satisfactory bill was evolved which proved acceptable to the critical Washington readers. Congressman Tirrell introduced it in March, 1904. It was referred to the House Fisheries Committee.

Fishing Hamlets Paid the Carfare.

Congressman Tirrell continued his interest in the subject and wrote Mr. Davis that there would have to be a hearing with testimony by a delegation of those who favored it, to the effect that the legislation called for in the bill was an actual necessity. The Congressman added that the delegation should be a representative one and number in its personnel practical fishermen from many coast towns who could give intelligent and reliable information as to the ravages of the shark family upon the food fishes. A rather discouraging feature of this

was that delegates must pay their own bills. As few coast fishermen had \$100 to spare for a Washington junket, the dogfish matter again hung fire. Mr. Davis bought a fresh supply of postage stamps and stationery and busied himself. He wrote letters to every fishing hamlet between Eastport and New Jersey, to see if the townspeople would appropriate money and send delegates. To this Cutler, Stonington, Orr's Island, Me., and Long Branch, N. J., agreed.

About this time, Representative McIntire of Gloucester took a hand and in the Massachusetts Legislature introduced a resolution appropriating \$5000 to help the Davis cause. The resolution was passed unanimously, and was signed by Governor Guild. A memorial was also adopted by the Massachusetts legislature approving the Davis-Tirrell bill. Massachusetts spent its \$5000 in accumulating a mass of information upon dogfish and their habits that embodied in a printed report the testimony of over 500 fishermen. This was in 1905, and furnished the strongest kind of evidence that the shark family was destroying the fisheries, and that the future of the fisherman's occupation depended upon some immediate method of stopping the wholesale destruction.

\$400,000 Lost to Massachusetts Annually.

Congressmen Tirrell and Greene of Massachusetts and Littlefield of Maine secured a date in March, 1906, for a Federal hearing. To this Governor Guild sent delegates armed with the formidable Massachusetts report, which, among other things, showed that the loss to the gear and to the food fish of Massachusetts from the ravages of the dogfish amounted to over \$400,000 annually.

Mr. Davis tendered a personal letter from Minister Prefontaine of the Canadian Department of Marine and Fisheries, suggesting that if there could be co-operation between the United States and Canada in an adoption of the bounty and reduction works plan it might be mutually advantageous. An addendum recommended that the letter be read at the hearing as indicative of Canada's approval of the plan. Canada was then experimenting with reduction works as a result of the original Orr's Island discussion of the situation. An Ottawa gentleman passing a vacation at the Maine resort became interested in Mr. Davis' petition, and when he returned to his home he offered the idea to the Department of Marine and Fisheries, where it met instant approval.

Canada's Experience.

For a number of years now Canada has operated reduction works at three points along its coast. Political changes have interfered with the entire success of the plan or its further development. Instead of paying the proposed Davis bounty of \$8 a ton this was cut to \$6 and later to \$4 a ton. At this figure it does not pay the fishermen to make any special effort to catch the dogfish, although they take what comes their way in the natural order of the day's fishing. Under these conditions it is hardly to be expected that the Canadian Government finds its reduction plants financially successful, although limited as to the number and handicapped as they are because of the small bounty they have paid Canada enormous dividends

in the conservation of its food fisheries. Intimate friends of the late Minister Prefontaine say that he no more expected direct financial dividends from dogfish reduction works than the State of Massachusetts expects direct financial dividends from its costly warfare against the gypsy moth pest.

Commenting upon the Government investigations that were carried on at Woods Hole, Massachusetts, Irving H. Field, author of a report made to the Bureau of Fisheries, says: "The results of examinations of 388 specimens will show not only that the smooth dogfish is destructive to crustaceans in general, but that it is particularly the enemy of the valuable American lobster. About 16 per cent. of the 388 fishes contained lobster in varying quantities, from a leg or chela up to two whole lobsters measuring as much as seven inches in length."

Dogfish Becoming Acclimated.

In the region of Buzzard's Bay, where the experiments were performed, the Government investigators stated that a conservative estimate of the number of dogfish thereabouts for at least 20 weeks in the year was 100,000. After a careful study of the digestive tracts of the 388 dogfish experimented upon, it was found that in order for 16 per cent. of the smooth dogfish continually to contain lobster material, that number would have to take on, on the average, a lobster twice each week. To quote: "Sixteen per cent. of 100,000 x 2 equals 32,000, which would represent the number of lobsters consumed per week by 100,000 dogfish. Since these fish are common in Buzzard's Bay for not less than 20 weeks of each year, we would then have 20 x 32,000 equals 640,000, the minimum number of lobsters probably destroyed in Buzzard's Bay during one season by this agency."

The report states further that the number of dogfish just off the eastern Maine shores probably runs up into the hundreds of millions or perhaps billions. And this was in 1907 when it was supposed that the dogfish were a nuisance for about 20 weeks in the summer time. How much they have multiplied since then cannot of course be known. What is certain, however, is that each year they are becoming more and more the master of the fishing situation. And what is particularly startling is that instead of being a summer menace only, the dogfish are becoming acclimated, so to speak, accustomed to the gold waters of the winter North Atlantic and are remaining the year round!

What the Dogfish is Good For.

Mr. Field declares that utilization is the solution of the problem. The livers are rich in oil and are one of the most valuable products of the dogfish. The skeleton and fins are cartilaginous and rich in glue. The fertilizer manufactured from the flesh and offal is rich in properties that make it ideal for the rapid growth and increased size of all crops. According to recent information from the Canadian Deputy Minister of Marine and Fisheries, about eight tons of dogfish are usually required to produce one ton of fertilizer. From this amount about 60 gallons are produced. The scrap is worth in the vicinity of \$25 per ton, and the oil was quoted the first of February at from 26 to 30 cents per gallon.

There is no attempt to deny that each year finds the dogfish multiplying at a startling rate, while the sup-

ply of all kinds of food fishes grows scarcer and scarcer. Yet to exterminate the pests by paying the fishermen a bounty, the Bureau of Fisheries announces, as futile as paying a bounty for English sparrows. The American people refuse to accept them as an article of food, thus creating a market and solving the problem. What then, is the conclusion—that Uncle Sam proposes to abandon the country's valuable food fisheries to the annihilating scavengers of the sea? Or has he something better than Davis plan as embodied in Senate Bill 1868?—Boston Transcript.

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THE FUTURE OF SABLE ISLAND

Sable Island, that unaccounted-for bit of desolation some three hundred miles southeast of Nova Scotia, a record at Lloyds of two hundred wrecks in seventy-five years. The land is in color almost that of surrounding waters, even in weather. The shifting currents and unmake shoals and bars, until sailors have inhabited it with malignant spirit. The life of the island, however, said to be a limited one and one authority states that only a swinging light will mark a spot where now some 40 persons have their homes, solely for the purpose of life saving. In a report recently issued to the Federal Government, it is stated that Sable Island had, in the past 50 years, decreased in area from two and one-half miles to one and that now only one foot mark the altitude that once stood to two hundred feet, while the island's forty miles of length have been eaten by the Atlantic. Three the lighthouse has been made safe, and now thousands of shrubs are being planted. If possible, the erosion of the soil inhabitants are among the greatest of which the world has never known little.—Port Herald Journal.

Yarmouth Fish News.

The Loran B. Snow was in port yesterday with a fare of 80,000 which was offered here. As early and no word had been received from Boston as to the resumption of the steamship service, the local fishers would not buy and she sailed for Digby. The Albert J. Lutz and the M. Smart are in Digby with 100,000 pounds each. While on the Bank, Capt. Longmire, of the schooner boarded an abandoned three-masted schooner. The Dorothy G. Snow is also in port with a good fare. On the 15th of last week she spoke the sailing Star, on Brown's Bank, and hauled for 10,000 pounds.—Times.